



Frequently Asked Questions: Submitted by the City of San Jose

Noise

1. How loud will High-Speed Rail be?
 - a. High-speed trains will be fully electrified and consequently quieter than diesel trains. The actual noise levels of high-speed rail through San Jose will be evaluated as part of the environmental review process.

For more information about noise levels and mitigation, see the Authority's *Noise and High-Speed Rail* fact sheet, here:

http://www.hsr.ca.gov/docs/newsroom/fact%20sheets/cahsr_noise_2016.pdf.

2. Will it blow a horn in residential areas?
 - a. The current evaluation of the alignment in and around San Jose is currently under analysis. We do not anticipate the use of bells or horn blasts in the residential areas of San Jose as our goal is to fully grade separate the system in the area.
3. What is the difference in noise level between at-grade rail and elevated rail/viaduct?
 - a. High-speed rail noise is related to the speed of the train in either at-grade or elevated operation. The exact noise impacts are still being evaluated as part of the environmental review process.
4. Would a sound barrier or sound wall be constructed to mitigate noise impacts?
 - a. Yes, as part of the environmental review process, we will explore mitigation measures for noise impacts for both at-grade and aerial alignments.

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Property Values

1. Will the High-Speed Rail Authority take residential property by eminent domain?
 - a. By law, the Authority cannot acquire property for the high-speed rail system until the project section that includes the property is environmentally cleared. We expect that process to be complete in 2018 for San Jose. Until it is complete, we will not know exactly what property will be needed for the project.

The Authority always tries to negotiate with property owners. In fact, the vast majority of Authority's property transactions are settled by contract. However, if

the owner and the Authority cannot agree on the terms of sale, the Authority may initiate the eminent domain process to avoid delaying the project, and may eventually be required to initiate condemnation proceedings. However, it is our policy to continue negotiations, even after the eminent domain process has begun. Very often, both parties reach an agreement before the case ever goes to court.

For Right-of-Way and Private Property Inquiries, we have documents that provide detailed answers to many commonly-asked questions our website, here:
http://www.hsr.ca.gov/Programs/private_property.html.

2. When will we be notified what properties will be taken?
 - a. Because we will not know exactly which properties will be needed for high-speed rail, outreach to affected property owners will not begin until after the release of the Draft Environmental document. Again, environmental review must be complete before we can acquire any property.
3. How will High-Speed Rail affect residential property values?
 - a. Proximity to a railroad system is only one of many factors that impact property values. By law, the Authority must ensure that you receive fair market value as if you sold your property privately in the open market. The Authority cannot buy your property for more than it is worth, but it can and will assure you that you do not have to sell your property for less than its fair market value.

The owner shall receive a copy of the appraisal or a summary of the valuation upon which the Authority's offer is based. At the time the offer is made to purchase your property, you may obtain your own appraisal and the Authority will reimburse you up to \$5,000 for the actual, reasonable costs of obtaining an independent appraisal. A state licensed appraiser must perform your appraisal.

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Construction

1. How will construction affect quality of life? (Dust/health impacts, noise, traffic)
 - a. The Authority will work with local communities to mitigate construction impacts including traffic management, hours of construction and air quality. Over 119-miles of construction activities are currently underway in the Central Valley in which we have worked with local and regional entities to mitigate construction impacts.
2. How long will construction take?
 - a. Actual construction duration will vary at specific locations and the type the elements of the system that will be built. The Draft Environmental document will

further detail some level of construction analysis. Our current projection is to have the Valley to Valley line operational for passenger service by 2025.

3. What is the time frame of construction?
 - a. Actual construction duration will vary at specific locations and the type the elements of the system that will be built. Our current projection is to have the Valley to Valley line operational for passenger service by 2025.
4. At what time of the day will construction take place? (Traffic hours? Night? Day?)
 - a. While it's too early to determine exact hours right now, construction will be planned at times that minimize public impact, with input from the city, county and contractors.
5. How will the High-Speed Rail Authority mitigate these impacts?
 - a. The Authority will work with local communities to determine haul routes and traffic patterns during construction. Tier IV construction equipment will be utilized to minimize air quality impacts.

Safety

1. How fast will High-Speed Rail be in residential areas?
 - a. Speed will depend on location along the alignment. Currently, we are planning and designing a system to reach speeds of 110 miles per hour in an urban corridor as allowed by law. The exact operating speeds along the alignment in the San Jose area will be determined once an operator is on board and environmental clearance is complete.
2. How will the High-Speed Rail Authority prevent people from going on the tracks?
 - a. Most of the alignment through San Jose will be fully grade separated. The Authority will also work with Caltrain to fully fence off all blended sections of the rail corridor, preventing both vehicle and pedestrian access to the tracks. Four-quadrant gates will also be installed at all at-grade crossings, which will prevent vehicles from crossing the tracks while the arms are down.

For more information, please look at the Authority's *Safety Factsheet*, here: http://www.hsr.ca.gov/docs/newsroom/fact%20sheets/cahsr_safety_2016.pdf.

3. How will the High-Speed Rail Authority protect passengers from terrorism?
 - a. The Authority is working with state and law enforcement agencies to employ safety strategies at stations and along the alignment. These may include video surveillance, ground personnel and station security systems.
4. Could trains in an elevated/aerial system derail?
 - a. Not under normal operation. The high-speed rail system in California will be equipped with Positive Train Control, a state-of-the art collision avoidance technology that allows trains, tracks and dispatch centers to actively communicate

using a fiber-optic network. Computer sensors will notify the system if something is on the tracks and automatically stop the train. The Authority is also adopting an Early Earthquake Detection System (EEDS) that will be designed to detect the initial wave produced by a seismic event, and immediately cut off power to trains in operation at the time of the earthquake.

Traffic

1. Will lanes on Monterey Highway be removed?
 - a. Monterey Highway will be four lanes in width, for its entire length. The City of San Jose moved to modify the current six-lane sections of the roadway to four lanes in 2011.
2. How will this impact be mitigated?
 - a. Monterey Highway is expected to operate at current traffic levels. Potential high-speed rail traffic impact in the corridor will be analyzed in the environmental document.
3. How can traffic from a two lane Monterey be eased?
 - a. Monterey Highway will be four lanes for its entirety, as explained above.
4. Would the High-Speed Rail Authority consider a different route/alignment, like along Highway 101?
 - a. Highway 101 was considered as part of the Program Level environmental review and was shown to be infeasible as a project option. In addition to impacts to dense residential areas and operating speed constraints, the 101 alignment would violate Section 4(f) of the Department of Transportation Act of 1996, which strictly prohibits impacts to public parks and recreation areas when another alternative is available.

Visual Impacts/Aesthetics/Blight

1. If the High-Speed Rail Authority is considering an elevated/aerial system, how will it prevent visual impacts and blight? (Graffiti, homeless encampments, obstruction of views)
 - a. The Authority will work with the City of San Jose to address ongoing maintenance issues. The Authority also seeks to maintain active uses under aerial structures.
2. Would the High-Speed Rail Authority consider at-grade rail, a trench (or “cut and cover”), or an underground system instead of an elevated/aerial system?
 - a. An At-Grade alignment is being fully studied and a cut and cover option is being considered as part of the environmental review.

Operations

1. How many stops/stations will there be on the Monterrey Hwy?
 - a. None. The only station in San Jose will be Diridon Station.
2. How often will the train run? What will the schedule be?
 - a. There will be six high-speed trains per hour, per direction during peak periods. The schedule has not yet been determined and will largely be established by the eventual operator.
3. How much will a ticket cost?
 - a. Actual fares will be determined by the eventual operator of the system as well, but are generally expected to be 80% of an airline fare between the same city pairs.
4. Will there be senior or other discounted rates?
 - a. The eventual operator will determine any modified fare programs.

Outreach

1. How can I learn more about the High-Speed Rail project?
 - a. Please go to our website at www.hsr.ca.gov. You can find detailed information about the San Jose to Merced Project Section, here:
http://www.hsr.ca.gov/Programs/Statewide_Rail_Modernization/Project_Sections/sanjose_merced.html.
2. What opportunities will there be for public participation and input?
 - a. We will continue to be engaged in a comprehensive, ongoing community outreach process as the environmental process moves forward. Details of public meetings are posted on our website ahead of time. For meetings in San Jose, look under the Community Meetings section of our San Jose to Merced Project Section webpage, here:
http://www.hsr.ca.gov/Programs/Statewide_Rail_Modernization/Project_Sections/sanjose_merced.html.

We also send emails with the details about upcoming public meetings, usually several weeks in advance. If you would like to receive those emails, please sign up, here: http://www.hsr.ca.gov/Contact/email_updates.html. San Jose residents should be sure to check the **San Jose to Merced Project Section** box.